INSTALLATION GUIDE

75 minutes  Normal install time

Keep an eye out for these icons:

IMPORTANT! Important installation information

 Helpful Hints  Tips to assist installation

PARTS INCLUDED:

Cab Panel

Center Panel

Tail Panel

Lock-Rod Striker Brackets (2)

Cap Clamps (4)

1/8” Hex Key

Gas Springs (4)

Tools required:

Ratchet Wrench

9/16” Socket

T30 Torx/Star Wrench

7/16” Socket

Pre-Installation Notes:

If you are installing a cab guard or headache rack, you should mount it prior to mounting your DiamondBack cover. Refer to its installation guide for details.

If you have a ’16-up Tacoma, affix the included gasket to the bulkhead. Refer to the Bulkhead Prep Kit Installation Guide for details.

It’s possible for one person to install a DiamondBack solo, but the whole process, especially positioning the panels and adjusting the lock rods, is much easier with two people.

Prepare the Cargo Bed & Attach the Cover

1. Remove the plastic cap from the tailgate end of the driver-side deck rail by pressing its tab.

2. Use a T30 Torx wrench to remove the factory bolt near the tailgate end of the deck rail.

3. Slide the driver-side lock-rod striker bracket into the deck rail until its forward hole aligns with the factory bolt.

4. Reinsert the factory bolt and retighten it with the Torx wrench.

5. Repeat steps 1–4 on the passenger side.

6. Place the center panel across the center of bed, cheated slightly toward the tailgate.

7. Attach the tail panel by angling it 90° from the bed rails, sliding its driver-side, loop-shaped hinge knuckle fully onto the corresponding center-panel hinge pin, then dropping its passenger-side, C-shaped hinge knuckle fully onto its corresponding pin.

8. Lower the tail panel into the closed position.

9. Repeat steps 7–8 for the cab panel, starting this time with the loop-shaped hinge knuckle on the passenger side.

10. Position the cover front to back so that the leading edge of the closed cab panel lines up with the outside edge of the center of the bulkhead.

To avoid hinge damage, make sure the C-shaped hinge knuckle is fully engaged with its pin before tilting the panel.
Adjust the Lock Rods

14. Loosen the set screws on the tail-panel lock-rod linkages.

15. Adjust the length of the tail-panel lock rods and retighten their set screws so that:
   A. with the lock handle in the open position, the rod tips clear the striker brackets,
   B. with the handle in the closed position, the rod tips do not strike the brackets, and
   C. the first bend in the rods points downward.

With the lock handle in the closed position, position the lock rods tight against the underside of the bend in the striker brackets so that the rods draw the panels down and compress the weatherstrip. Tighten the rod guide brackets with a 7/16” socket.

ATTACH THE SAFETY CATCH & GAS SPRINGS

18. Open the cab panel. Have a second person support it in the open position.

19. Slip the looped ends of the cable tethers attached to the underside of the cab panel around the center-panel ball stud arms, well past the ball studs and nuts.

20. Attach a gas spring—barrel up, shaft down—to each of the pairs of ball studs on the cab panel.

If two of your gas springs have heavier poundage printed on the side of their barrels than the others, use them here. If just one of the springs is stronger, use it on the driver side.

21. Push the keyhole at the bottom of the safety catch hanging from the cab panel’s driver side around the nut protruding from the outboard side of the ball stud arm, flexing the spring clip so the nut can pass through, then allowing the panel to open fully so the nut can slide into the narrower part of the keyhole and spring clip come back into place behind the nut.

22. Attach the two remaining gas springs—barrel up, shaft down—to the ball studs on the tail panel.

If you have a ’05-15 Tacoma, affix the included bulkhead weatherstrip. Refer to the Bulkhead Prep Kit Installation Guide for details.

24. Leave the cover closed and locked for 24 hours to allow the weatherstrip adhesive, which is pressure-sensitive, to fully cure.